

Coast Guard, DHS

§ 149.505

(e) A fire main system for a natural gas deepwater port must also comply with 33 CFR 127.607.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39179, July 1, 2013]

§ 149.416 What are the requirements for a dry chemical fire suppression system?

Each natural gas deepwater port must be equipped with a dry chemical system that meets the requirements of § 127.609 of this chapter.

§ 149.417 What firefighting equipment must a helicopter landing deck on a manned deepwater port have?

Each helicopter landing deck on a manned deepwater port must have the following:

(a) A fire hydrant and hose located near each stairway to the landing deck. If the landing deck has more than two stairways, only two stairways need to have a fire hydrant and hose. The fire hydrants must be part of the fire main system; and

(b) Portable fire extinguishers in the quantity and location as required in Table 149.409 of this part.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39179, July 1, 2013]

§ 149.418 What fire protection system must a helicopter fueling facility have?

In addition to the portable fire extinguishers required under Table 149.409 of this part, each helicopter fueling facility must have a fire protection system complying with 46 CFR 108.489.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39179, July 1, 2013]

§ 149.419 Can the water supply for the helicopter deck fire protection system be part of a fire water system?

(a) The water supply for the helicopter deck fire protection system required under § 149.420 or § 149.421 of this part may be part of:

(1) The fire water system, installed in accordance with Bureau of Ocean Energy Management regulations under 30 CFR 250.803; or

(2) The fire main system under § 149.415 of this part.

(b) If the water supply for the helicopter deck fire protection system is part of an independent accommodation fire main system, the piping design and hardware must be compatible with the system and must comply with the requirements for fire mains in 46 CFR 108.415 through 108.429.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39179, July 1, 2013]

§ 149.420 What are the fire protection requirements for escape routes?

At least one escape route from an accommodation space or module to a survival craft or other means of evacuation must provide adequate protection. Separation of the escape route from the cargo area by steel construction, in accordance with 46 CFR 108.133, or equivalent protection is considered adequate protection for personnel escaping from fires and explosions. Additional requirements for escape routes are in subpart F of this part.

§ 149.421 What is the requirement for a previously approved fire detection and alarm system on a deepwater port?

An existing fire detection and alarm system on a deepwater port need not meet the requirements in this subpart until the system needs replacing, provided it is periodically tested and maintained in good operational condition.

Subpart E—Aids to Navigation

GENERAL

§ 149.500 What does this subpart do?

This subpart provides requirements for aids to navigation on deepwater ports.

§ 149.505 What are the general requirements for aids to navigation?

The following requirements apply to navigation aids under this subpart:

(a) Section 66.01–5 of this chapter, on application to establish, maintain, discontinue, change, or transfer ownership of an aid, except as under § 149.510 of this part;

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(b) Section 66.01–25(a) and (c) of this chapter, on discontinuing or removing an aid. For the purposes of § 66.01–25(a) and (c) of this chapter, navigation aids at a deepwater port are considered Class I aids under § 66.01–15 of this chapter;

(c) Section 66.01–50 of this chapter, on protection of an aid from interference and obstruction; and

(d) Section 66.01–55 of this chapter, on transfer of ownership of an aid.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39179, July 1, 2013]

§ 149.510 How do I get permission to establish an aid to navigation?

(a) To establish a navigation aid on a deepwater port, the licensee must submit an application under § 66.01–5 of this chapter, except that the application must be sent to the Commandant (CG–5P).

(b) At least 180 days before the installation of any structure at the site of a deepwater port, the licensee must submit an application for obstruction lights and other private navigation aids for the particular construction site.

(c) At least 180 days before beginning cargo transfer operations or changing the mooring facilities at the deepwater port, the licensee must submit an application for private aids to navigation.

[USCG–1998–3884, 71 FR 57651, Sept. 29, 2006, as amended by USCG–2013–0397, 78 FR 39179, July 1, 2013]

LIGHTS

§ 149.520 What kind of lights are required?

All deepwater ports must meet the general requirements for obstruction lights in part 67 of this chapter.

LIGHTS ON PLATFORMS

§ 149.535 What are the requirements for rotating beacons on platforms?

In addition to obstruction lights, the tallest platform of a deepwater port must have a lit rotating beacon that distinguishes the deepwater port from other surrounding offshore structures. The beacon must:

(a) Have an effective intensity of at least 15,000 candela;

(b) Flash at least once every 20 seconds;

(c) Provide a white light signal;

(d) Operate in wind speeds of up to 100 knots at a rotation rate that is within 6 percent of the operating speed displayed on the beacon;

(e) Have one or more leveling indicators permanently attached to the light, each with an accuracy of $\pm 0.25^\circ$ or better; and

(f) Be located:

(1) At least 60 feet (about 18.3 meters) above mean high water;

(2) Where the structure of the platform, or equipment mounted on the platform, does not obstruct the light in any direction; and

(3) So that it is visible all around the horizon.

LIGHTS ON SINGLE POINT MOORINGS

§ 149.540 What are the requirements for obstruction lights on a single point mooring?

(a) The lights for a single point mooring must meet the requirements for obstruction lights in part 67 of this chapter, except that the lights must be located at least 10 feet (3 meters) above mean high water.

(b) A submerged turret loading (STL) deepwater port is not required to meet the requirements for obstruction lights, provided it maintains at least a five-foot (1.5 meters) clearance beneath the net under keel clearance at the mean low water condition for all vessels transiting the area.

(c) An STL deepwater port that utilizes a marker buoy must be lighted in accordance with paragraph (a) of this section.

LIGHTS ON FLOATING HOSE STRINGS

§ 149.550 What are the requirements for lights on a floating hose string?

Hose strings that are floating or supported on trestles must display the following lights at night and during periods of restricted visibility:

(a) One row of yellow lights that must be:

(1) Flashing 50 to 70 times per minute;

(2) Visible all around the horizon;